

THE TIMES-VIRGINIAN

Established 1892

"The Heart of the Dark Tobacco Belt"

\$1.50 per annum in advance

Not to be used in the absence of the publisher

Entered as Second-Class Matter, October 3, 1908

Post Office at Appomattox, Va.

Acceptance for mailing at special rate of postage provided for in Act of October 3, 1917

Authorizes circulation by mail at special rate of postage provided for in Act of October 3, 1917

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Year-Old Fight

August 18, 1926

Hon. Harris Hart,

Supt. Public Instruction,

Richmond, Va.

Dear Sir:—As you will recall Mr. N. R. Featherston recently resigned as Superintendent of Schools of Appomattox County, Va., a position he has held since July 1, 1913, and Mr. J. A. Burke was appointed as his successor.

At that time there appeared in The Times-Virginian, a weekly paper published in Appomattox County, the following article:

"Supt. Featherston has resigned and has secured a position in Richmond with the new tax Commission. J. A. Burke has been appointed Supt. of Schools. The fight made against Mr. Featherston when he was up for re-appointment last year resulted in an agreement whereby he was to resign after one year. Then Prof. Crawley, who was opposing him, withdrew from the contest and the school board raised his salary to \$2,000. The net result of the fight was that the Superintendent's salary was raised and Mr. Burke gets the Superintendent's salary as a State Official in Richmond—all are now on a pay roll and all have our best wishes for the proper administration of their offices. The friends of Mr. Burke assert that he will make an efficient Superintendent."

I think in fairness to Mr. Featherston, the people of Appomattox County should know the facts in this matter as they actually exist, that Professor Crawley's salary was not raised by the school board because of any agreement entered into between him and Mr. Featherston, or with the School Board. I can definitely make this statement upon my own personal knowledge because it was my suggestion that the School Board of Appomattox County increase the salary of Professor Crawley, from \$1,800.00 at which it had remained for 15 years, to \$2,000.00 a year. This was done after Mr. Featherston was appointed Superintendent of Schools and there

was never any intimation on my part, or the part of any one else, to Mr. Crawley, or anyone, that I would ask that his salary be increased, until after the fight was over, and no intimation of any kind was offered Mr. Crawley by anyone to withdraw as an applicant for Superintendent of Schools of Appomattox County.

I understand Mr. Featherston resigned as Superintendent of Schools to accept a more lucrative position in Richmond, and not because of any agreement with or promise to the State Board of Education or yourself to resign. I am writing to ask you to write a letter, addressed to me, (which I will with your permission, publish) stating whether any agreement was made between the State Board of Education and Mr. Featherston, or with you or anyone else, that he should resign at the expiration of one year, and also, if the appointment was not for a full four year term without any reservations of any kind.

Sincerely yours,

J. W. Flood.

August 24, 1926,

Hon. Joel W. Flood,

Attorney at Law,

Appomattox, Va.

My dear Mr. Flood:

I have your letter of August 18th in which you quote an editorial from the Times-Virginian. This editorial appears to assert that Mr. Featherston was appointed superintendent of schools last year on the condition that he resign at the end of the year. I am writing to you to state that Mr. Featherston, who was opposing Mr. Crawley, withdrew from the contest and the school board raised his salary. You ask me to give you the facts with reference to Mr. Featherston's re-appointment.

Let me advise that Mr. Featherston was reappointed Superintendent of Schools for the division of Appomattox for the regular four year term. There was no agreement or understanding whereby he was to resign at the end of any given time.

The implication with reference to Mr. Crawley is that he withdrew from the contest and accepted a raise in salary as some sort of reward. So far as I am informed there was no sort of agreement entered into between Prof. Crawley and Mr. Featherston, nor is there any reason to suppose that he increased his salary otherwise than a proper recognition of a long and efficient service as principal of

the Appomattox school.

With best wishes, I am,

Yours very truly,

Harris Hart,

Superintendent Public Instruction

Col. Flood's efforts in behalf of his cousin Mr. Featherston has cleared up the charge of this paper that there was some agreement by which he was to resign after one year. We are glad to make this correction, which was made during the campaign for Governor by Senator Walter Mapp and never denied.

Of course, Mr. Featherston was appointed for the four year term, as there was no other applicant before the board, Prof. Crawley having withdrawn from the fight.

The fact that both Superintendents Featherston, of Appomattox, and Twyman, of Buckingham, resigned after one year confirmed our belief that they had agreed to resign, but the positive statement of Supt. Hart to the contrary leads us to believe that some mistake has been made, certainly in Mr. Featherston's case and we gladly publish the correction and the letters of Supt. Hart and Col. Flood.

Col. Flood assumes the responsibility for getting the school board to raise the salary of Prof. Crawley and explains why he did it. That is entirely satisfactory to us if it is to the taxpayers who bear the burden of the pay roll.

The facts are as stated in our editorial above referred to with the exception noted—that is that the boys are all on the pay roll regardless of the fight made a year ago to oust the superintendent.

Free Clinic

The Appomattox County Health Association cooperating with the State Board of Health will hold free chest clinics in Appomattox County as follows:

South Side District, Appomattox Court House, September 28.

Stone Wall District, Appomattox Court House, September 29.

Clover Hill District, Appomattox Court House, September 30.

Col. Joseph Button, Pres.

L. E. Spauld, Vice-Pres.

C. W. Smith, Vice-Pres.

Joseph Button

C W Smith

J E Sears

C F James

OFFICERS

R. L. Burke, Cashier

J. C. Davidson, Asst. Cashier

E. M. Burke,

DIRECTORS

H C Babcock

W L Brown

J W Flood

R L Burdette

THE PAST IS THE BEST GUARANTEE OF THE FUTURE

Transmission cover reinforced with two bolts to cylinder block.

Hand brake drum increased in size and brake shoes lined with an asbestos composition.

Brake and clutch pedals raised apart, with wide surfaces.

Five-to-one steering gear reduction to accommodate balloon tires.

Larger steering wheel.

All-steel dash.

Lamps solidly supported with cross bar.

Lower and wider running boards.

Tire carrier built to accommodate Ford wire wheel or demountable rim.

Balloon in place of high pressure tires.

Lower, longer bodies.

Closed cars in colors.

One-piece windshield in coupe and tudor.

More complete equipment.

Two doors on runabout, four on touring.

Starter and balloon tire equipment standard on all cars.

Improved window lifters.

Steering column lowered.

Greater visibility because of narrower front pillars.

Improved sun visor.

Since 1908 the Ford Motor Co. has built over 14,000,000 cars.

This is more than all other present companies combined have produced.

This is due, without question to the unusual design, construction and quality of the materials that have gone into Ford cars, to the low original cost, the high trade in value, economy of operation and universal service.

Fords in use Jan. 1, 1926, 8,061,700

All others in use Jan. 1, 1926, 8,681,600

There must be some reason why this condition exist. It is universally conceded that the reason is the Ford car is the best value on the American market today.

Protect your Ford car and insure yourself the maximum service by demanding GENUINE FORD PARTS they fit better, wear longer, and give better satisfaction. And finally when your car needs servicing or overhauling bring it to your authorized Ford dealer, who gives you real honest reliable service and backs it up.

THE NEW FORD CAR

"The Best Car Ford Motor Company Has Ever Built"

and at prices ranging around \$200.00 lower than it's nearest competitors.

It has Planetary transmission which is given up to be the simplest, most direct and reliable means of gear control for light cars.

It has three point motor suspension made possible because the Ford engine and transmission are built as a single unit, protecting the engine from distortion and at the same time making the frame stronger and more flexible.

It has the simplest most efficient lubricating system, as long as the engine is running it is self lubricating.

It has the Toccque tube drive, one of the most notable features of Ford Car design since 1903, giving the most efficient application of the car's motive power.

It has the multiple disc clutch running in oil, positive in action, yet the smoothest and most easily operated type of clutch built.

It has the magneto, as Ford standards of reliability demand absolute assurance of uninterrupted service under all conditions.

Ignition is provided by 1st the Ford magneto, or 2nd the generator and storage battery. It has the Thermo-siphon type cooling system which is extremely simple yet highly efficient.

The circulation of water is entirely governed by engine temperature.

It has all steel bodies, panels stamped from 24 gauge steel to insure the maximum safety and service, and are as carefully manufactured as the Ford engine and chassis.

Note the Improvements in this New Car

Chassis frame lowered 1 1/2 inches.

Metal coil box more conveniently located and equipped with gasket and drain trough on cover so that rain does not effect starting.

Pan raised to aid cooling efficiency and equipped with easily adjustable belt tightener.

Crankcase strengthened to prevent vibration and oil leaks.

Appomattox Motor Co.

Appomattox, Va.

Transmission cover reinforced with two bolts to cylinder block.

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Brake and clutch pedals raised apart, with wide surfaces.

Five-to-one steering gear reduction to accommodate balloon tires.

Larger steering wheel.

All-steel dash.

Lamps solidly supported with cross bar.

Lower and wider running boards.

Tire carrier built to accommodate Ford wire wheel or demountable rim.

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